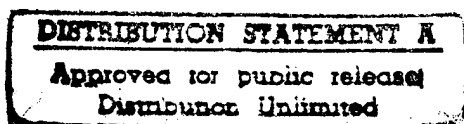


RECORD OF DECISION
ON THE DISPOSAL OF K. I. SAWYER AIR FORCE BASE
MARQUETTE COUNTY, MICHIGAN

APRIL 1996

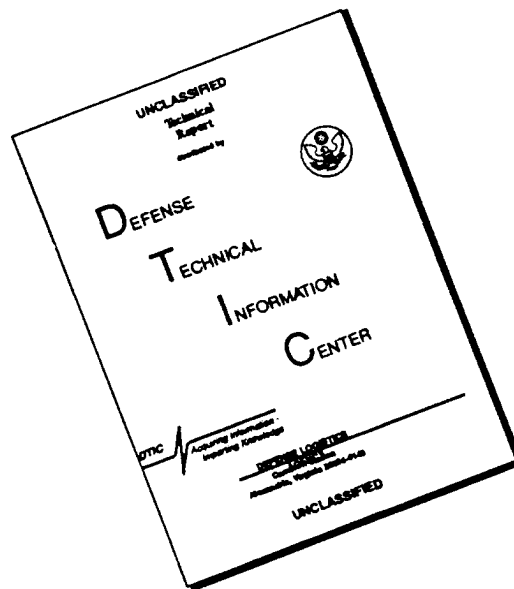


Prepared By:

**Air Force Base Conversion Agency
Division D**

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DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

23 APR 1996



OFFICE OF THE ASSISTANT SECRETARY


MEMORANDUM FOR GOVERNMENT OFFICIALS, PUBLIC LIBRARIES AND PRIVATE
INTERESTED PARTIES

FROM: Assistant Secretary of the Air Force (Manpower, Reserve Affairs, Installations &
Environment)

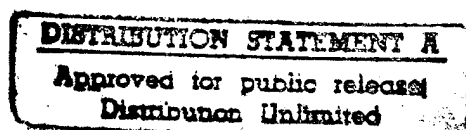
SUBJECT: Record of Decision (ROD) for K. I. Sawyer Air Force Base (AFB), MI

Attached is a copy of the Air Force's ROD for the disposal of many portions of K. I. Sawyer AFB in the State of Michigan.

This ROD was developed based upon review and consideration of the Final Environmental Impact Statement (FEIS) for the Disposal of K. I. Sawyer Air Force Base, MI, February 1996, public comments received and other relevant factors. I have taken into consideration the potential environmental impacts addressed in the FEIS for this proposal prior to making my decision.


RODNEY A. COLEMAN
Assistant Secretary
(Manpower, Reserve Affairs,
Installations and Environment)

Attachment:
As Stated



DTIC QUALITY INSPECTED 8

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I. INTRODUCTION

This Record of Decision (ROD) documents the Air Force's decisions regarding the disposal of real property at K. I. Sawyer Air Force Base (AFB), Michigan. It was developed in accordance with Council on Environmental Quality Regulation 40 CFR § 1502. The decisions included in this ROD have been made in consideration of the information contained in "K. I. Sawyer AFB - Final Environmental Impact Statement" (FEIS) for the disposal and reuse of K. I. Sawyer AFB. The FEIS was filed with the U.S. Environmental Protection Agency (U.S. EPA) and made available to the public on February 15, 1996.

It is recognized that another public body may assume the responsibilities of the present K. I. Sawyer Base Conversion Authority, acting by and through the Jobs Commission of the State of Michigan (KISBCA/MJC). In such event, all references to the KISBCA/MJC will then apply to the appropriate public body recognized by the Secretary of Defense, Office of Economic Adjustment, as the Local Redevelopment Authority.

It is also recognized that an authorized Airport Authority may apply for the airfield, related airfield facilities, and non-aviation revenue-generating facilities either in conjunction with, or in lieu of, the KISBCA/MJC. If this happens, all references to the KISBCA/MJC will then apply to the appropriate Airport Authority recognized by the Federal Aviation Administration (FAA).

A. Purpose and Need

The Air Force action is the disposition of K. I. Sawyer AFB, which closed on September 30, 1995, pursuant to the Defense Base Closure and Realignment Act of 1990 as amended, and recommendations of the Defense Secretary's Commission on Base Realignment and Closure (BRAC). The purpose of the FEIS was to analyze the potential environmental consequences of the disposal of the base.

This ROD addresses whether all or portions of the base are required for further Federal use, whether the installation will be disposed of in parcels or as a single entity, how the base will be made available for disposal, and what actions, if any, the Air Force will take to avoid or mitigate adverse environmental consequences from its disposal actions.

The FEIS provides information required to understand the future environmental consequences of disposal as it relates to reuse options at K. I. Sawyer AFB. As the Federal disposal agent for the property, the Air Force's disposal options are: transfer real property to another Federal agency, assign real property to other Federal agencies for public benefit conveyance (PBC) (including public health, education, public park and recreation, historic monument, corrections, or wildlife conservation), Economic Development Conveyance (EDC) to a local redevelopment authority, negotiated sales of real property to eligible public bodies, or public sale.

B. Federal Agency Requirements Under the National Environmental Policy Act

The Air Force and any other Federal agency that acquires property from the Air Force, either for its use in accomplishing its mission, or for conveyance under its sponsorship of a public benefit program, must comply with the requirements of the National Environmental Policy Act (NEPA), as covered by its regulations.

C. Public Involvement

The Air Force conducted a scoping meeting on May 17, 1994, Gwinn, Michigan, to receive comments from the public regarding environmental concerns related to the proposed disposal of the installation, and to determine the scope and direction of the studies/analysis to accomplish the Environmental Impact Statement (EIS). A public hearing on the Draft EIS was held on November 29, 1995, with a subsequent public comment period. The FEIS was issued on February 15, 1996, and was published in the *Federal Register* on February 23, 1996.

Simultaneous with the preparation of our EIS, a local land use planning initiative was taking place. Information from the following document, and its sponsors, was considered in the EIS and our disposal planning:

- Base Reuse Plan Report - Greiner Consultant Team - March 27, 1995

The Air Force performed "excess" screening for K. I. Sawyer AFB for potential Department of Defense (DoD) reuses in February 1994, and screening for potential Federal agencies' reuses in March 1994. The results of the screening were provided to KISBCA/MJC in order to assist the local community in its redevelopment planning efforts. The base was declared "surplus" to Federal needs on June 23, 1994, and the Air Force performed "surplus" screening for potential State and local government reuse in July 1994. All responses to those screenings were considered in this ROD.

D. Stewart B. McKinney Homeless Assistance Act

The Air Force has fully complied with the requirements of the Stewart B. McKinney Homeless Assistance Act (McKinney Act), 42 U.S.C. § 11411, as amended. Pursuant to its responsibility to make suitability determinations under the McKinney Act, the Department of Housing and Urban Development (HUD) determined most of the property on K. I. Sawyer AFB to be suitable for use to assist the homeless. On May 24, 1994, the Air Force conducted an outreach seminar on K. I. Sawyer AFB to assist providers in understanding the McKinney Act, its effect on the base closure process, how to apply for property, and the time periods in which property must be requested. A list of suitable and available properties was published in the *Federal Register* on June 24, 1994, as required by the National Defense Authorization Act for 1994 (Pryor Amendment). There was no interest expressed from a homeless provider, and on June 20, 1995, the KISBCA/MJC submitted a written expression of interest to use K. I. Sawyer AFB in its entirety for the purposes of redevelopment and revitalization.

E. Alternatives Considered in the FEIS

1. Description of Alternatives Analyzed in the FEIS

The FEIS analyzed potential environmental impacts of the Air Force's disposal procedures and options by portraying a variety of potential land uses to cover a range of reasonably foreseeable future uses of the property and facilities by others.

a. Proposed Action

The proposed action centers on support for a mixed use airport with civilian aviation activities, including maintenance, commercial passenger, general aviation, and air cargo components. Total flight operations would be approximately 65,088 by 2015. Other major uses would include industrial and public facilities/recreation. The plan also incorporates institutional, commercial, residential, and military land uses.

b. International Wayport Alternative

This alternative centers on support for a mixed use airport with civilian aviation activities, including maintenance, commercial passenger, general aviation, and air cargo components. Total flight operations would be approximately 100,000 by 2015. The plan also incorporates industrial, institutional, commercial, residential, public facilities/recreation, and agricultural (forest) land uses.

c. Commercial Aviation Alternative

This alternative focuses on a regional commercial airport and institutional training, including public safety activities. Total flight operations would be 60,900 by 2015. Other major land uses would be public facilities/recreation and agriculture (forest). Smaller areas are proposed for industrial, institutional, commercial, and residential uses.

d. Recreation Alternative

This alternative features extensive public facilities/recreation land uses. The remaining portions of the base would be redeveloped for industrial, institutional, commercial, and residential uses. This alternative does not include any airfield or aviation support uses.

e. No-Action Alternative

The No-Action Alternative would result in the U.S. Government retaining ownership of the property after closure. The base property and facilities would be maintained in a manner intended to limit deterioration and ensure public safety. Caretaker activities undertaken by the Air Force would consist of base resource protection, grounds' maintenance, existing utilities' operations as necessary, and building care.

2. Summary of Environmental Impacts

Table S-2 in the FEIS summarizes the potential environmental impacts associated with the Proposed Action and the reasonable reuse alternatives, while Table S-3 summarizes the impacts from other land use concepts. Key environmental issues are addressed in Section III of this ROD.

3. Environmentally Preferred Alternative

The No-Action Alternative is the environmentally preferred alternative. The development of the property under any other alternative would create a possibility for greater direct environmental impacts, including a risk of environmental harm associated with the storage of hazardous materials used in airport, industrial, or commercial operations, increased transportation trips, increased utility demands, increases in regional air pollutant emissions (which would still be within both Federal and State air quality standards), and a potential loss of native biota, forest lands, wetlands, and wildlife habitat.

F. Results of "surplus" Screening

In June 1994, the Air Force notified the public and Federal agencies of the availability of property for transfer under various statutory programs. This notification was made through a "surplus" screening process, with the following results:

1. Requests for Assignment of Property from Sponsoring Federal Agencies:

a. U. S. Department of Education (DoEd) requested assignment, or anticipates requesting assignment, of property on behalf of three (3) organizations:

(1) The Gwinn Area Community School District requested the land within Parcel D through an education PBC. The Building on the land is owned by Gwinn School District.

(2) Bay de Noc Community College requested one portable classroom facility for off-base utilization (any one of Building Numbers 537 through 540) through an education PBC. This request is not addressed in this ROD because all of these buildings are on land owned by the State of Michigan and leased to the Air Force.

(3) Forsyth Township has requested Parcel C (Building Numbers 947 and 1203) through an education PBC, and is anticipated to be requested by DoEd.

b. U. S. Department of the Interior (DOI) anticipates requesting assignment of Parcel B (Base Lake) on behalf of Forsyth Township through a parks and recreation PBC.

c. The Federal Aviation Administration (FAA) anticipates supporting a potential request for airport and non-aviation revenue-generating property on behalf of the KISBCA/MJC for Parcels A, A-1, and A-2 and the Air Force-owned facilities on land leased from the State of Michigan on Parcels AL-1, AL-2, AL-3, AL-4, AL-5, and AL-6 through an aviation PBC.

d. DOI, Bureau of Indian Affairs (BIA), requested a no-cost transfer of Parcels F, G, H, I and J on behalf of the Sault Ste. Marie Tribe of Chippewa Indians of Michigan. The office of Management and Budget (OMB) has received, and anticipates approval of, an exception from the one hundred percent (100%) reimbursement requirement.

2. Negotiated sale:

a. Sawyer Lumber Company, Inc. has expressed interest in acquiring Parcel A-2 through either a negotiated sale or public sale.

b. Upper Peninsula Power Company has expressed interest in acquiring the electrical system through a negotiated sale.

c. The Michigan Gas Company has expressed an interest in acquiring the gas system through a negotiated sale.

3. Other:

a. The KISBCA/MJC anticipates submitting an application for Parcels K, K-1, K-2, K-3, K-4, K-5 and K-6 and the Air Force-owned facilities on land leased from the State of Michigan on Parcels KL-1, KL-2, KL-3, KL-4, KL-5, and KL-6 through an Economic Development Conveyance (EDC).

b. Parcel E consists of approximately 145 acres of privately owned land. The KISBCA/MJC anticipates requesting the two (2) Air Force road easements, or 19 acres, across this parcel in its potential EDC application.

c. Parcel AE consist of approximately 238 acres of privately owned land. The KISBCA/MJC anticipates requesting the Air Force aviation easements for the 238 acres in its potential FAA application.

d. The KISBCA/MJC has verbally requested that the safety zone easement on 25 acres of land located off base be extinguished since weapons are no longer stored on base.

e. The KISBCA/MJC anticipates requesting the Air Force-owned easement of two (2) acres for a pipeline located on privately owned property south of the base boundary in its potential EDC application.

f. The KISBCA/MJC anticipates requesting the Air Force-owned easement of seven (7) acres for the railroad tracks located on privately owned property south of the base boundary in its potential EDC application.

g. The Air Force plans to surrender its lease of approximately 2,001 acres of land from the State of Michigan for termination. The Air Force and the State of Michigan are working to resolve the issue of the restoration provision of this lease.

h. The KISBCA/MJC has requested that many of the buildings on base be demolished by the Air Force. They have submitted two (2) lists. The first are all those facilities on State-owned land and the second contains those facilities, both on State-owned land and fee-owned land, that have no potential reuse. The Air Force and the State of Michigan are currently working to resolve this issue.

i. The KISBCA/MJC has stated that they do not want to acquire any land on which the Air Force ever operated a landfill. Since all areas used as landfills are on Michigan-owned land, they will be returned to the State of Michigan when the lease with the Air Force is terminated.

j. The KISBCA/MJC has stated that they do not want to acquire any land on which the Air Force stored Petroleum Oil Lubricants (POLs), and these areas will be specifically excluded in any type of application (i.e. EDC or FAA). This area is on Parcel K, which is Air Force-owned land.

k. Escanaba Defense Logistics Agency (DLA) off-base site is not discussed in this ROD because the EIS did not analyze this site. Separate NEPA documentation will be prepared for the Escanaba DLA off-base site at a later date.

l. The Joint Military and Veterans Credit Union and the First National Bank and Trust Company requested the land under and surrounding their privately owned buildings. Since this land is leased from the State of Michigan, this decision will have to be made by the State when the Air Force surrenders the land lease.

m. The Michigan National Guard expressed interest in land on K. I. Sawyer. Since this land is leased from the State of Michigan, this decision will have to be made by the State when the Air Force terminates the land lease.

n. The DOI, Bureau of Land Management (BLM), has authorized the Air Force to proceed with the necessary actions to dispose of the 160 acres of land, Parcels KB and KB-1, which it owns on K. I. Sawyer.

G. Objectives of Disposal of Real Property at K. I. Sawyer AFB

The following objectives for the disposal of real property at the installation were considered in the disposal process:

a. Support of the KISBCA/MJC's land use and redevelopment plans for the base property;

b. Accommodation of acquisition requests with priority or special standing (e.g., homeless housing providers); and

c. Accommodation of Federal sponsoring agency requests for assignment of property for public benefit conveyance.

II. DECISION

The Air Force has considered the environmental impacts of the proposed action and alternatives of the FEIS in developing the disposal plan and ROD. The referenced community reuse plans, together with the results of screening, have also been considered. The community reuse plan and the FEIS Proposed Alternative form the basis for the disposal plan. The differences between the community reuse plan and the Federal disposal plan are minor, and are within the scope of the environmental analyses of the FEIS. The following decisions reflect the availability of specific parcels for various reuses. The methods chosen to execute the disposal plan are discussed below.

A summary of disposal decisions by parcel is contained in Exhibit A, and decisions by method of disposal, are contained in Exhibit B. My decisions with regard to parcelization of real property, determinations of excess and surplus property, and methods of disposal are:

A. Parcelization of Real Property

I have decided to dispose of the installation in parcels (Exhibit E). The numbered paragraphs below summarize the disposal methods, and may be further subdivided for the purpose of facilitating disposal, consistent with the reuses analyzed in the FEIS.

1. **Parcels F, G, H, I, and J** consist of housing, a shopette with service station, a child development center, and aircraft maintenance hangers. The property is suitable for interim use as presently improved and for redevelopment in the intermediate or long term. These parcels are proposed by the DOI/BIA for a no-cost Federal transfer.

2. **Parcels C and D** consist of a youth center, housing, and a school building owned by the Gwinn School District. The property is suitable for interim use as presently improved and for redevelopment in the intermediate or long-term. These parcels are anticipated as being proposed by the Department of Education for Public Benefit Conveyances.

3. **Parcel B** consist of the base lake and recreational facilities. The property is suitable for interim use as presently improved and for redevelopment in the intermediate or long term. This parcel is anticipated as being proposed by the Department of Interior, Parks and Recreation, for a Public Benefit Conveyance.

4. **Parcel E** is privately owned property with a two (2) easements between the property owner and the U.S. Air Force for roads crossing the property. The KISBCA/MJC is anticipating requesting these easements in its potential EDC application.

5. **Parcels A, A-1, and A-2** consist of administrative facilities, aircraft hangers, maintenance facilities, storage facilities, control tower, alert facility, navigational aids, runway, taxiways, and aircraft parking aprons. The property is suitable for interim use as presently improved and for redevelopment in the intermediate or long term. The KISBCA/MJC or the Airport Authority is anticipating requesting these parcels in its potential FAA application. These parcels are anticipated as being proposed by FAA for a Public Benefit Conveyance.

6. **Parcels K, K-1, K-2, K-3, K-4, K-5, K-6, KB, and KB-1** consist of maintenance shops, administration buildings, warehouses, POL above-ground storage tanks, commercial facilities, hotel/motel facilities, gymnasium, restaurant facilities, bowling lanes, recreational facilities, golf course, classrooms, dormitories, housing, theater, dining facilities, and chapels. The property is suitable for interim use as presently improved and for redevelopment in the intermediate or long term. The KISBCA/MJC is anticipating requesting these parcels in its potential EDC application.

7. **Parcels AL-1, AL-2, AL-3, AL-4, AL-5, and AL-6** consist of administrative facilities, aircraft hangers, maintenance facilities, storage facilities, navigational aids, runway, taxiways, and aircraft parking aprons. The property is suitable for interim use as presently improved and for redevelopment in the intermediate or long term. The KISBCA/MJC or the Airport Authority is anticipating requesting the Air Force-owned facilities in its potential FAA application. This land is leased from the State of Michigan and the lease will be terminated.

8. **Parcels KL-1, KL-2, KL-3, KL-4, KL-5 and KL-6** consist of maintenance shops, administration buildings, warehouses, commercial facilities, hotel/motel facilities, restaurant facilities, classrooms, dormitories, dining facilities, the heat plant, and a previous weapons training site. The property is suitable for interim use as presently improved and for redevelopment in the intermediate or long term. The KISBCA/MJC is anticipating requesting the Air Force-owned facilities in its potential EDC application. This land is leased from the State of Michigan and the lease will be terminated.

B. Determinations of Excess and Surplus Properties

On March 31, 1994, as a result of provisions contained in the Pryor Amendments, K. I. Sawyer AFB became "excess" to the Air Force and the Department of Defense, and on May 31, 1994 became "surplus" to Federal needs. Section F lists Federal interests expressed with indicated results.

I determined in a memorandum dated June 23, 1994, that K. I. Sawyer AFB became "surplus" to the Federal Government on October 1, 1995.

C. Methods of Disposal

A summary of disposal decisions by method of disposal is contained in Table B.

1. Air Force Retained:

There are no Air Force-retained parcels.

2. Federal Transfer:

Parcel F

Parcel F consists of approximately 23 acres located on southeast portion of the base and is bounded by the base title line on east, Parcel K on the north, west and south. Parcel F contains 83 housing units and one (1) child care center.

Parcel G

Parcel G consists of approximately 80 acres located on the southeast portion of the base and is bounded by base title line on the east, Parcel K-4 on the northeast, Parcel KL-3 on the north, Parcel K-3 on the northwest, and Parcel K on the south. Parcel G contains 192 housing units.

Parcel H

Parcel H consists of approximately one (1) acre of land located on the southeast portion of the base and is bounded by Parcel G on the north, Parcel C on the east, and Parcel K on the west and south. Parcel H contains one (1) building which was the base exchange shoppette and service station.

Parcel I

Parcel I consists of approximately three (3) acres located in the center of the base and is bounded by Parcel A on the west and Parcel K on the north, east and south. Parcel I contains one (1) building which was an Air Force maintenance hangar.

Parcel J

Parcel J consists of approximately six (6) acres located in the center of the base and is bounded by Parcel A on the west and north, and Parcel K on the east and south. Parcel J contains two (2) buildings which were maintenance hangars.

Disposal Decision: The Sault Ste. Marie Tribe of Chippewa Indians of Michigan has submitted its application for a no-cost transfer of these parcels to the DOI/BIA. DOI/BIA, with AFBCA concurrence, has requested a waiver of the one hundred percent (100%) fair market value requirement from the Office of Management and Budget (OMB). The OMB anticipates approval of the no-cost transfer. Upon OMB approval, I will transfer these

parcels to DOI/BIA. If OMB does not approve the waiver of 100% fair market value, I will offer these parcels, in order, to:

a. the DOI/BIA for the Fair Market Value (FMV). If DOI/BIA does not wish to pay FMV for these parcels, then to;

b. the KISBCA/MJC for possible inclusion in its potential EDC or airport (FAA) applications. If the KISBCA/MJC does not include these parcels in its potential EDC or airport (FAA) applications, or the Air Force does not approve these parcels as part of its potential EDC application, or the FAA does not approve these parcels as part of its potential airport application, then to;

c. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale; then to;

d. other eligible public entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale; then to;

e. the public as a public sale.

3. Public Benefit Conveyance (PBC):

a. PBC Department of Interior:

Parcel B

Parcel B consists of approximately 112 acres located on the south portion of the base and is surrounded by Parcel K. Parcel B contains the base lake, picnic areas, recreational vehicle parking, a basketball and volleyball court, and other recreational facilities, i.e. snack bar, showers and restrooms.

Disposal Decision: The Township of Forsyth anticipates submitting an application for public benefit conveyance to the DOI/P&R. The DOI/P&R has not yet indicated if it intends to approve or disapprove its potential application. If approved, I will assign the parcel to DOI/P&R for transfer to Forsyth Township. If its application is not submitted or is not approved by DOI/P&R, I will offer this parcel to:

a. the KISBCA/MJC for possible inclusion in its potential EDC application. If the KISBCA/MJC does not include this parcel in its potential EDC application, or the Air Force does not approve this parcel as part of its potential EDC application, then to;

b. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale; then to;

c. other eligible public entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale; then to;

d. the public as a public sale.

b. PBC Department of Education:

Parcel C

Parcel C consists of approximately one (1) acre located on southeast portion of the base and is bounded by Parcel K-6 on the east and Parcel K on the north, west and south. Parcel C contains the previous base youth center and temporary lodging facility containing four (4) units.

Disposal Decision: The Township of Forsyth anticipates submitting an application for public benefit conveyance to the DoEd or possibly the DOI/P&R. Neither DoEd or DOI/P&R have yet indicated if they intend to approve or disapprove its potential application. If approved, I will assign the parcel to DoEd or DOI/P&R, as appropriate, for transfer to Forsyth Township. If its application is not submitted or not approved by DoEd or DOI/P&R, I will offer this parcel to:

a. the KISBCA/MJC for possible inclusion in its potential EDC application. If the KISBCA/MJC does not include this parcel in its potential EDC application, or the Air Force does not approve this parcel as part of its potential EDC application, then to;

b. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale; then to;

c. other eligible public entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale; then to;

d. the public as a public sale.

Parcel D

Parcel D contains 12 acres located southeast portion of the base and is surrounded by Parcel K. Parcel D is Air Force land containing one (1) school building which is owned by the Gwinn School District.

Disposal Decision: The Department of Education has approved a public benefit conveyance to the Gwinn School District for this parcel. I have decided to assign the parcel to the Department of Education for transfer to the Gwinn School District.

c. PBC Federal Aviation Administration:

Parcel A

Parcel A consists of 1,160 acres located on the west side of the base and is bounded by the base title line on the west, Parcel AL-6 on the north, Parcels A-2, AL-2, AL-3, J, KOALA-5, AL-6, and KL-5 on the east, and Parcels AL-1 and K-5 on the south. Parcel A contains a portion of the runway, taxiways, parking aprons, previous base alert facility, aircraft maintenance hangers, previous base operations building, administration and storage facilities, and navigational aids.

Parcel A-1

Parcel A-1 consists of 298 acres located on the north portion of the base and is bounded by Parcel AE on the north, Parcel AL-6 and the base title line on the east, Parcel AL-6 on the south, and Parcel AL-6 and base title line on the west. Parcel A-1 contains a portion of the runway, a portion of a taxiway, and navigational aids.

Parcel A-2

Parcel A-2 consists of 54 acres located on the south portion of the base bounded by Parcel K on the north and east, Parcel AL-2 on the south, and Parcel A on the west. Parcel A-2 contains storage, administrative, and maintenance facilities.

Disposal Decision: The KISBCA/MJC anticipates requesting these parcels for airfield operation and revenue-generating in its potential application to the Federal Aviation Administration (FAA). FAA has stated it will support only one (1) airport in the Marquette area, therefore, if the current Marquette County airport moves to K. I. Sawyer, FAA anticipates approval of its application. If approved, I will transfer these parcels to the KISBCA/MJC. If an application is not submitted or not approved by the FAA, I will offer these parcels, in order, to:

- a. the KISBCA/MJC for possible inclusion in its potential EDC application. If the KISBCA/MJC does not include these parcels in its potential EDC application, or the Air Force does not approve these parcels as part of its potential EDC application, then to;**
- b. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale; then to;**
- c. other eligible public entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale; then to;**
- d. the public as a public sale.**

4. Economic Development Conveyance (EDC):

Parcel K

Parcel K consists of approximately 769 acres located on the south east portion of the base bounded by the base title line on the south, Parcels KL-4, A-2, A, and J on the west, Parcels KL-5, E, and G on the north, Parcel F and base title line on the east. Parcel K contains maintenance, administration, and storage facilities, the POL storage tanks, housing, and hotel/motel-type facilities. Parcel K also consists of approximately 11 acres of land on the east side of the base title line and contains monitoring wells.

Parcel K-1

Parcel K-1 consists of approximately three (3) acres located on the central portion of the base bounded by Parcel KL-1 on the north, Parcel KB-1 on the east, Parcel K-2 on the south and west. Parcel K-1 contains vacant land which is part of the base golf course.

Parcel K-2

Parcel K-2 consists of approximately 153 acres located in the central portion of the base bounded by Parcels KL-5 and K-1 on the north, Parcels K-1, KB and E on the east, Parcel KL-5 on the south and west. Parcel K-2 contains the previous base hospital, dormitories, dining facilities, gymnasium, athletic fields, auto hobby shop, craft shop, administrative buildings, and the sewage treatment plant.

Parcel K-3

Parcel K-3 consists of approximately 21 acres located on the east portion of the base and is bounded by Parcel E on the west, Parcel KL-3 on the north, and Parcel G on the south and east. Parcel K-3 three small concrete storage buildings and vacant land.

Parcel K-4

Parcel K-4 consists of approximately 21 acres located on the east portion of the base and is bounded by Parcel KL-3 and base title line on the north, base title line on the east, Parcel G on the south and west. Parcel K-4 contains a ski chalet, ski hill, and vacant land.

Parcel K-5

Parcel K-5 consists of approximately 32 acres located on the southwest portion of the base bounded by the base title line on the west, Parcel A on the north, Parcel AL-1 on the east, and Parcel KL-4 on the south. There are no facilities on Parcel K-5.

Parcel K-6

Parcel K-6 consists of approximately two (2) acres located on the east portion of the base and bounded by Parcel C on the west, Parcel K on the north, east and south. Parcel K-6 contains one of the previous base chapels and parking area.

Parcel KB

Parcel KB consists of approximately 49 acres of land belonging to DOI/BLM located on the east portion of the base bounded by Parcel K-2 and K-1 on the west, KB-1 on the north, KL-3 on the east, and Parcel E on the south. Parcel KB contains a portion of the previous base hospital, parking lots, and the water treatment plant.

Parcel KB-1

Parcel KB-1 consists of approximately 111 acres of land belonging to DOI/BLM located on the east portion of the base bounded by Parcel KB and K-1 on the west, KL-1 and base title line on the north, KL-2 and KL-3 on the east, and KB on the south. Parcel KB-2 contains a portion of the base golf course.

Disposal Decision: The KISBCA/MJC anticipates requesting these parcels, with the exception of the POL above-ground storage tanks, in its potential EDC application to the Air Force. Since the application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If approved, I will transfer these parcels, including the POL above-ground storage tanks, to the KISBCA/MJC. This transfer will be under the condition that Building 1250 (Parcel K-6), will be used as a shrine, memorial, or for religious purposes during the useful life of the chapel. If an EDC application is not submitted, or the Air Force does not approve these parcels as part of its potential EDC, including the POL above-ground storage tanks, I will offer these parcels, in order, to:

- a. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale; then to;
- b. other eligible public entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale; then to;
- c. the public as a public sale.

5. Land Leased from the State of Michigan:

a. Leased land and Air Force-owned facilities to support airfield operations or revenue generation:

Parcel AL-1

Parcel AL-1 consists of approximately 41 acres located on the south portion of the base bounded by Parcel A on the north, AL-2 on the east, KL-4 on the south, and K-5 on the west. There are no facilities on Parcel A-1.

Parcel AL-2

Parcel AL-2 consists of approximately 78 acres located on the south portion of the base bounded by Parcel A-2 on the north, Parcel KL-4 and A-2 on the east, KL-4 on the south, and AL-1, AL-3, and A on the west. Parcel AL-2 consists of previous munitions and weapons storage facilities.

Parcel AL-3

Parcel AL-3 consists of approximately two (2) acres located on the south portion of the base bounded by Parcel A on the west, south and north, and Parcel AL-2 on the east. No facilities are located on Parcel AL-3.

Parcel AL-4

Parcel AL-4 consists of approximately 45 acres located on the west portion of the base surrounded by Parcel A. Parcel AL-4 contains portions of the runway and taxiways.

Parcel AL-5

Parcel AL-5 consists of approximately 70 acres located on the west portion of the base bounded by Parcel KL-5 on the east, Parcel A on the north, south, and west. Parcel AL-5 contains portions of the runway, taxiway, and aircraft parking aprons.

Parcel AL-6

Parcel AL-6 consists of approximately 1,124 acres located on the north portion of the base bounded by the base title line on the west, base title line and Parcel A-1 on the north, base title line and Parcel KL-1 on the east, and Parcels KL-5 and A on the south. Parcel AL-6 contains portions of the runway and taxiway, and navigational aids.

Disposal Decision: The land within these parcels is being leased by the Air Force from the State of Michigan. The facilities within these parcels belong to the U. S. Air Force. The KISBCA/MJC anticipates requesting the facilities on these parcels, with Parcels A-1, A-2, and A-3 for airfield operations and revenue generation in its potential application to the Federal Aviation Administration (FAA). If approved, I will surrender the land lease together with the facilities to the State of Michigan, which can then either lease or deed the land and facilities to the KISBCA/MJC. If an application is not submitted or not approved

by the FAA, I will surrender the land lease together with the facilities to the State of Michigan. As the property owner, the State of Michigan can then reuse the land and facilities as it chooses.

b. Leased land and Air Force-owned facilities to support economic redevelopment and create jobs:

Parcel KL-1

Parcel KL-1 consists of approximately 43 acres located on the east portion of the base bounded by the base title line on the north and east, Parcel KB-1 and K-1 on the south, and Parcel AL-5 on the west. Parcel KL-1 contains a portion of the base golf course and vacant land.

Parcel KL-2

Parcel KL-2 consists of approximately 20 acres located on the east portion of the base bounded by the base title line on the north, Parcel KL-3 on the east and south, and Parcel KB-1 on the west. There are no facilities on Parcel KL-2.

Parcel KL-3

Parcel KL-3 consists of approximately 140 acres located on the east portion of the base bounded by Parcel KL-2 and the base title line on the north, the base title line on the east, Parcels K-3, G and K-4 on the south, and Parcels KB, KB-1, and KL-2 on the west. Parcel KL-3 contains the base guard entry control point building and vacant land.

Parcel KL-4

Parcel KL-4 consists of approximately 220 acres located on the south portion of the base and bounded by the base title line on the south, the base title line and Parcel K-5 on the west, Parcels AL-1, AL-2, and K on the north, and Parcel K on the east. Parcel KL-4 contains the previous weapons training facilities and guard entry control point building and visitors center.

Parcel KL-5

Parcel KL-5 consists of approximately 216 acres located in the center of the base and bounded by Parcels K, AL-4, and A on the west, Parcel AL-5 on the north, Parcels K and K-2 on the east, and Parcel K on the south. Parcel KL-5 contains hotel/motel facilities, heating plant, administrative, maintenance, training, and storage facilities, previous base exchange and commissary buildings, bank, credit union, and bowling lanes.

Parcel KL-6

Parcel KL-6 consists of approximately two (2) acres located in center of the base surrounded by Parcel KL-5. Parcel KL-6 contains one of the previous base chapels and parking area.

Disposal Decision: The land within these parcels is being leased by the Air Force from the State of Michigan. The facilities within these parcels belong to the U. S. Air Force. The KISBCA/MJC anticipates requesting the facilities on these parcels with Parcels K, K-1, K-2, K-3, K-4, and K-6 for economic redevelopment and to create jobs in its potential EDC application to the Air Force. If approved, I will surrender the land lease together with the facilities to the State of Michigan, which can then either lease or deed the land and facilities to the KISBCA/MJC, under the condition that Building 503 (Parcel KL-6) will be used as a shrine, memorial, or for religious purposes during the useful life of the chapel. If an application is not submitted by the KISBCA/MJC, or not approved by the Air Force, I will surrender the land lease together with the facilities to the State of Michigan, under the condition that Building 503 (Parcel KL-6) will be used as a shrine, memorial, or for religious purposes, during the useful life of the chapel. As the property owner, the State of Michigan can then reuse the land and facilities, with the exception of Building 503, as it chooses.

6. Privately owned Land:

Parcel E

Parcel E consists of approximately 145 acres of privately owned land located on the east portion of the base bounded by Parcel KB on the north, Parcels K-3, G, and K on the east, Parcel K on the south, and Parcel K-2 on the west. There are no facilities on Parcel E however, the Air Force owns two (2) road easements, or 19 acres, across this property.

Disposal Decision: The KISBCA/MJC anticipates requesting the two (2) road easements on this parcel in its potential EDC application to the Air Force. Since the application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If approved, I will transfer these road easements to the KISBCA/MJC. If an EDC application is not submitted or the Air Force does not approve these easements as part of its potential EDC, these easements will be transferred to the appropriate State or local agency.

Parcel AE

Parcel AE consists of approximately 238 acres located on the north portion of the base bounded by Parcel A-1 on the south and private land on the east, west and north. There are no facilities on Parcel E, however, the Air Force owns avigational easements over the entire 238 acres of this property.

Disposal Decision: The KISBCA/MJC anticipates requesting the aviation easement on this parcel in its potential application to the Federal Aviation Administration (FAA). If approved, I will transfer this easement to the KISBCA/MJC. If an application is not submitted or not approved by the FAA, this easement will be available to:

- a. the KISBCA/MJC for possible inclusion in its potential EDC application. If the KISBCA/MJC does not include these easement in its potential EDC application or the Air Force does not approve this easement as part of its potential EDC; then to;
- b. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale; then to;
- c. the owner(s) of this land to have the easement extinguished.

7. Other:

Off-base Safety Zone Easement

The Air Force currently owns a 25 acre Safety Zone Easement outside the southwest base title line on privately owned land.

Disposal Decision: The KISBCA/MJC has verbally requested that the safety zone easement on 25 acres of land located off base be extinguished since weapons are no longer stored on base. I have decided to extinguish this easement at no cost.

D. Infrastructure (Primary Roadways, Railroad and Utilities):

1. **Roadways:** The base roadway system covers the entire base. Typically, conveyances of land will be subject to a public roadway easement, and the easement would be transferred to the appropriate responsible State or local agency. Transfer of certain roadways in fee simple to accommodate local statutory or operational requirements will be considered on a case-by-case basis.

Disposal Decision: . The KISBCA/MJC anticipates requesting all roads, except those interior streets within a parcel, in its potential EDC application to the Air Force. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove the potential EDC application. If the EDC application is approved, I will transfer these roads, except those interior streets within a parcel, to the KISBCA/MJC. If an EDC application is not submitted or the Air Force does not approve these roads as part of the potential EDC, these roads will be transferred to the appropriate State or local agency.

2. **Railroad:** Air Force-owned railroad tracks are located on the south portion of the base and connect to the main track outside the base title line.

Disposal Decision: The KISBCA/MJC anticipates requesting the entire railroad trackage system in its potential EDC application to the Air Force. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If the EDC application is approved, I will transfer the railroad trackage system to the KISBCA/MJC. If an EDC application is not submitted, or the Air Force does not approve the railroad trackage system as part of its potential EDC, I will offer the railroad trackage system to:

- a. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale, then to;
- b. other eligible public or publicly-regulated entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale, then to;
- c. the public as a public sale.

3. **Water, Sewer, and Storm Water Facilities:** The Water, Sewer, and Storm Water Facilities cover the entire base, and consists of a self-contained wastewater treatment facility.

Disposal Decision: The KISBCA/MJC anticipates requesting all water, sewer, and storm water facilities in its potential EDC application to the Air Force. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If the EDC application is approved, I will transfer the water, sewer, and storm water facilities to the KISBCA/MJC. If an EDC application is not submitted, or the Air Force does not approve the water, sewer, and storm water facilities as part of its potential EDC, these systems will be made available to an appropriate utility provider upon receipt of an approvable request.

4. **Electrical Distribution System:** The electrical distribution system covers the entire base. The Upper Peninsula Power Company has expressed an interest in purchasing the base electrical distribution system.

Disposal Decision: The KISBCA/MJC anticipates requesting the electrical distribution system in its potential EDC application to the Air Force. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If the EDC application is approved, I will transfer the electrical distribution system to the KISBCA/MJC. If an application is not submitted, or the Air Force does not approve the electrical system as part of its potential EDC, I will offer the electrical distribution system to:

- a. the Upper Peninsula Power Company, if it can prove that it is the only provider of this service in the area, as a negotiated sale. If the Upper Peninsula Power Company cannot prove that it is the only provider of this service in the area, or does not wish to negotiate the sale, then to;

- b. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale, then to;
- c. other eligible public or publicly-regulated entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale, then to;
- d. the public as a public sale.

5. **Natural Gas Distribution System:** The natural gas distribution system covers the family housing area and portions of the base. The Michigan Gas Company has expressed an interest in purchasing the natural gas distribution system.

Disposal Decision: The KISBCA/MJC anticipates requesting the natural gas distribution system in its potential EDC application to the Air Force. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If the EDC application is approved, I will transfer the natural gas distribution system to the KISBCA/MJC. If an application is not submitted, or the Air Force does not approve the natural gas distribution system as part of its potential EDC, I will offer the Natural Gas Distribution System to:

- a. the Michigan Gas Company if it can prove that it is the only provider of this service in the area, as a negotiated sale. If the Michigan Gas Company cannot prove that it is the only provider of this service in the area, or does not wish to negotiate the sale, then to;
- b. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale, then to;
- c. other eligible public or publicly-regulated entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale, then to;
- d. the public as a public sale.

6. **Telephone Communication System:** The telephone communication system covers the entire base. All of the telephone communication cables in the housing area, and much of the cables on the remainder of the base, belong to Ameritech Communications. Any transfer of the Air Force-owned cables, and any easement granted therefor, would be subject to Ameritech's right to gain access to its cables.

Disposal Decision: The KISBCA/MJC anticipates requesting the telephone communications system in its potential EDC application. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If the EDC application is approved, I will transfer the Air Force-owned telephone communication system to the KISBCA/MJC. If an application is not submitted, or the Air Force does not approve the telephone communication system as part of its potential EDC, I will offer the telephone communication system to:

a. the KISBCA/MJC as a negotiated sale. If the KISBCA/MJC does not wish to negotiate the sale, then to;

b. other eligible public and publicly-regulated entities as a negotiated sale. If all eligible public entities do not wish to negotiate the sale, then to;

c. the public as a public sale.

7. **Off-Base Easement for the Sewage System Pipeline:** This two (2) acre easement is owned by the Air Force for the Air Force-owned sewage system pipeline across privately owned land.

Disposal Decision: The KISBCA/MJC anticipates requesting this easement in its potential EDC application with the water and wastewater system located on base. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If the EDC application is approved, I will transfer the Air Force-owned easement for the sewage system to the KISBCA/MJC. If an application is not submitted or the Air Force does not approve the sewage system pipeline easement as part of its potential EDC, I will offer the sewage system pipeline easement to the party(s) who acquire the base sewage system. If no party acquires the on-base sewage system, I will offer this easement to the owner(s) of this land to have the easement removed.

8. **Off-base Easement for Railroad Tracks:** This seven (7) acre easement is owned by the Air Force to allow the Air Force-owned railroad tracks to cross privately owned land.

Disposal Decision: The KISBCA/MJC anticipates requesting the railroad tracks and this easement in its potential EDC application with the railroad tracks located on base. Since the EDC application has not yet been submitted, the Air Force has not made a decision on whether it will approve or disapprove its potential EDC application. If the EDC application is approved, I will transfer the Air Force-owned railroad tracks and easement to the KISBCA/MJC. If an application is not submitted, or the Air Force does not approve the transfer of the railroad tracks and easement as part of its potential EDC, I will offer the railroad tracks and easement to the party(ies) who or which acquire the on-base railroad tracks. If no party acquires the on-base railroad tracks, I will offer the railroad tracks and this easement to the owner(s) of this land to have the easement extinguished.

III. ENVIRONMENTAL ISSUES

A number of environmental categories were analyzed and presented in the FEIS. These categories included land use and aesthetics, transportation, utilities, hazardous materials management, hazardous waste management, Installation Restoration Program (IRP), storage tanks, asbestos, lead-based paint, pesticides, polychlorinated biphenyls (PCBs), radon, medical/biohazardous waste, soils and geology, water resources, air quality, noise, biological resources, and cultural resources. Potentially significant environmental issues were identified with

regard to transportation, IRP, water resources, noise, sawmill timber harvesting, and Environmental Justice. These are discussed below.

A. Transportation (Surface): Traffic generated on the roads within the region of influence (ROI) as a result of the Proposed Action land uses and direct employment is estimated to be 33,950 daily vehicle trips by 2015. This would represent an increase of 33,800 average daily trips over the No-Action Alternative for 2015. By 2015, about 70 percent of the total reuse-related trips would be generated by industrial uses. Other major land uses include aviation support, commercial, and residential. The Proposed Action would result in three new access points to CR 553. Segments of CR 553 could drop to unacceptable levels of service.

Traffic generated within the ROI as a result of the International Wayport Alternative land uses and direct employment is estimated to be 30,250 daily vehicle trips by 2015. By 2015, about 86 percent of the total reuse-related trips would be generated by industrial, aviation support, commercial, and residential uses. There would be one new access point to CR 553. CR 462 could drop to unacceptable levels of service.

Mitigation measures for both the Proposed Action and the International Wayport Alternative are widening of roads or providing intersection channelization and signalization to increase levels of service to acceptable conditions.

B. Installation Restoration Program (IRP): The Air Force will continue its Installation Restoration Program at K. I. Sawyer AFB until all contaminated sites are remediated. When the Air Force transfers property, it will do so in compliance with Section 120(h) of the Comprehensive Environmental Response, Compensation, and Liability Act as amended (CERCLA). All deeds of transfer will contain the statutory covenant warranting that all remedial action necessary to protect human health and the environment has been taken (which, by statute, means the remedial action has been completed or initiated and demonstrated to be operating properly and successfully).

Further, all transfers will ensure that necessary remedial action can still be performed on the disposed properties, either by retaining access easements or by restricting usage of the properties transferred until remedial action has been taken, or both. Until property can be transferred by deed, the Air Force may execute leases to allow reuse and redevelopment to begin as quickly as possible, provided such actions will not hinder compliance with other applicable laws and regulations. However, it is the Air Force's intent to dispose of such property leased during the transition period by deed transfer, or by other applicable disposal methods, at the earliest feasible date.

C. Water Resources: Local groundwater supplies underlying K. I. Sawyer AFB east of Silver Lead Creek have been investigated by the U.S. Geological Survey (USGS) to determine the cause of falling lake levels southeast of the base. Results of the study were inconclusive and could not determine if the cause was from increased groundwater withdrawal or drought conditions. Statistical analyses of data affecting the lake levels indicated that water levels quickly rise in response to precipitation (which reached a record low in 1994), but do not suggest that levels change in response to groundwater withdrawal at K. I. Sawyer AFB. However, groundwater flow model results suggest that lake levels may decline because of base water supply well withdrawal,

but not because of the base purge wells (which are separated from the affected lakes by Silver Lead Creek, a hydrologic barrier). To reduce the impact to the lakes, the reuser could do the following: (1) reduce the pumping of water from the wells to a level that would prevent lowering of the water at nearby lakes; or (2) close the wells and obtain water from wells at other locations on the base. In addition, the Air Force could place deed restrictions in the disposal documents restricting use of the wells. The Air Force is continuing to study this situation to determine if base water use affects lake levels, and is exploring every reasonable option for preventing further decline in the lake levels.

D. Noise: As a result of the Proposed Action, an estimated 708 residents along several road segments (as listed in Table 4.4-11 of the FEIS) would be exposed to day-night average sound levels (DNL) of 65 decibels (dB) or greater due to surface traffic by 2015. This is an increase of 184 people over the No-Action Alternative. Similarly, as a result of the International Wayport Alternative, an increase of 136 people over the No-Action Alternative would be exposed to DNL of 65 dB or greater due to surface traffic by 2015. Mitigation measures include increasing sound insulation in existing buildings to minimize traffic noise.

E. Environmental Consequences of Timber Activities in the Sawmill Procurement Area:

The following table identifies the significant impacts that could be expected to occur from timber harvesting activities for the proposed sawmill at K. I. Sawyer AFB. These impacts would be mitigated by: (1) Federal, State, or local timber harvesting guidelines; (2) adherence to environmental regulations (e.g., the National Historic Preservation Act, the Endangered Species Act); and, most importantly, (3) Best Management Practices (BMPs) and proper forest management planning. Nearly 100 percent adherence to BMPs was anticipated on public lands and industrial private forest lands (Jaakko Poyry Consulting, Inc., 1994). A lower level of adherence (about 92 percent) to BMPs is expected on private non-industrial forest lands, which make up 40 percent of the acreage in the timber shed (George Banzhaf & Company, 1995). This level of adherence is expected to improve over time, based on current educational and cooperative forestry programs and tax incentives that continue to be implemented at the Federal, State, and local level.

Resource Category	Sawmill Harvest Impacts
Land Use and Aesthetics	Potential for visual and recreational impacts from increased timber harvesting. Clear cutting would produce the most effects.
Geology and Soils	Increased soil disturbance and sedimentation from harvest management.
Water Resources	Localized water quality impacts from increased sedimentation and removal of vegetation
Noise	Increased noise levels to recreational areas from timber harvesting activities
Biological Resources	Increased loss of wildlife habitat could affect some species populations
Cultural Resources	Potential for increased damage to unidentified cultural resource sites on state and private lands

F. Environmental Justice:

The objectives of Executive Order 12898, Environmental Justice, include development of Federal agency implementation strategies, identification of low-income and minority populations

where proposed Federal actions have disproportionately high and adverse human health and environmental effects, and participation of low-income and minority populations. In the 1990 Census of Population and Housing, disproportionately high low-income and minority populations were identified in 13 out of 26 block numbering areas (BNAs), or statistical subdivisions within Marquette County, MI.

Under the Proposed Action, increased surface traffic noise of DNL 65 dB and above would occur as a result of reuse in one of these disproportionate BNAs. This traffic noise would impact about 42 additional residents (compared to the No-Action Alternative) by 2015 along SH 35 between CR 553 and Marshall Drive. Similarly, increased surface traffic noise would affect 31 additional residents under the International Wayport Alternative and 29 additional residents under the Commercial Aviation Alternative. Mitigation measures for noise impacts include increasing sound insulation in existing buildings to minimize traffic noise.

IV. CONCLUSIONS

A. The FEIS has presented an analysis of the potential environmental consequences of the disposal of the base and is adequate for the real property disposal decisions documented in this ROD. Land use proposals offered by the public and concepts developed by the Air Force have been analyzed in the FEIS as reasonable reuse alternatives. The Air Force has evaluated the possible consequences of disposal of the property, transfer or sale, parcel-by-parcel, alternative-by-alternative. The FEIS provides ample information to make reasoned choices of whether and how to dispose of individual parcels.

B. The installation will be disposed of in parcels, as described in Section II.

C. The potential environmental impacts that have been identified in the FEIS would result directly from reuse by others, not from the disposal of the property. Most mitigation measures of those potential impacts will be the responsibility of future property owners. Redevelopment proponents and local agencies will be responsible for implementing any specific mitigation measures associated with use or redevelopment of the property, as may be required by Federal, State, or local regulation. State or local governmental agencies may impose requirements through zoning, subdivision, and site development regulations, and other land use controls.

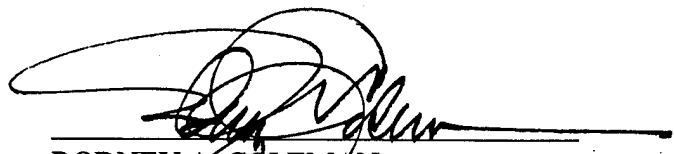
1. Land use management and community planning exercised through local control and authority are based upon State laws and local priorities. The FEIS can be a valuable resource for State and local planning, in conjunction with environmental controls and protection, which will be the responsibility of those who will now manage and develop the property, or who will be involved in its regulation. A particularly useful resource will be the identification in the FEIS of the potential measures that could be used to mitigate possible adverse environmental impacts of future redevelopment.

2. The majority of environmental impacts that will occur on the K. I. Sawyer AFB property will result from reuse of the property by future owners. Because it will have no control over the reuse decisions of future owners, the Air Force has not tried to take all practicable

measures to avoid or minimize environmental harm that may occur as a result of future use. The Air Force is balancing several goals in the ROD, including protecting the environment and enhancing economic redevelopment. Environmental protection is among those goals, but it is not the only one. A wide range of redevelopment alternatives exists for future owners, and the Air Force does not want today's vision of the future to unduly restrict those choices. Although this disposal decision covers the proposed transfer of specific parcels as described in this ROD, future economic, political, and environmental conditions could redirect development by the new owners toward other alternatives or means of implementation. Such changes will be subject to complex Federal, State, and local environmental and land use regulations.

D. This disposal is made in compliance with the provisions of the Defense Base Closure and Realignment Act of 1990 as amended (Public Law 101-510) and recommendations of the Defense Secretary's Commission on Base Realignment and Closure. Based upon considerations of the FEIS and other relevant considerations, the Air Force has decided to proceed with disposal of K. I. Sawyer AFB in accordance with the approaches indicated in this ROD.

12 APRIL 96
Date



RODNEY A. COLEMAN
Assistant Secretary of the Air Force
(Manpower, Reserve Affairs, Installations
and Environment)

SUMMARY OF DISPOSAL DECISIONS BY PARCEL

Parcel	Number of Acres	Land Ownership	Conveyance Method	Recipient
A	1,160	U.S. Government (Air Force)	(1) PBC through FAA (2) EDC (3) Negotiated Sale (4) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
A-1	298	U.S. Government (Air Force)	(1) PBC through FAA (2) EDC (3) Negotiated Sale (4) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
A-2	54	U.S. Government (Air Force)	(1) PBC through FAA (2) EDC (3) Negotiated Sale (4) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
AL-1	41	State of Michigan	Terminate Lease	State of Michigan
AL-2	78	State of Michigan	Terminate Lease	State of Michigan
AL-3	2	State of Michigan	Terminate Lease	State of Michigan
AL-4	45	State of Michigan	Terminate Lease	State of Michigan
AL-5	70	State of Michigan	Terminate Lease	State of Michigan
AL-6	1,124	State of Michigan	Terminate Lease	State of Michigan
AE	238	Private	(1) PBC through FAA (2) Sale (238 Acre Aviation Easement Only)	(1) KISBCA/MJC (2) Property owners
B	112	U.S. Government (Air Force)	(1) PBC through DOI/P&R (2) EDC (3) Negotiated Sale (4) Public Sale	(1) Forsyth Township (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
C	1	U.S. Government (Air Force)	(1) PBC through DOEd or DOI/P&R (2) EDC (3) Negotiated Sale (4) Public Sale	(1) Forsyth Township (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
D	12	U.S. Government (Air Force)	PBC through DOEd	Gwinn School District
E	145	Private	(1) EDC (2) Transfer (Two (2) 19 Acre Road Easements Only)	(1) KISBCA/MJC (2) Appropriate State or Local Agency

EXHIBIT A

Parcel	Number of Acres	Land Ownership	Conveyance Method	Recipient
F	23	U.S. Government (Air Force)	(1) Federal Transfer (2) EDC or PBC through FAA (3) Negotiated Sale (4) Public Sale	(1) DOI/BIA (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
G	80	U.S. Government (Air Force)	(1) Federal Transfer (2) EDC or PBC through FAA (3) Negotiated Sale (4) Public Sale	(1) DOI/BIA (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
H	1	U.S. Government (Air Force)	(1) Federal Transfer (2) EDC or PBC through FAA (3) Negotiated Sale (4) Public Sale	(1) DOI/BIA (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
I	3	U.S. Government (Air Force)	(1) Federal Transfer (2) EDC or PBC through FAA (3) Negotiated Sale (4) Public Sale	(1) DOI/BIA (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
J	6	U.S. Government (Air Force)	(1) Federal Transfer (2) EDC or PBC through FAA (3) Negotiated Sale (4) Public Sale	(1) DOI/BIA (2) KISBCA/MJC (3) KISBCA/MJC (4) Successful Bidder
K	780	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
K-1	3	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
K-2	154	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
K-3	21	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
K-4	21	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder

EXHIBIT A

Parcel	Number of Acres	Land Ownership	Conveyance Method	Recipient
K-5	32	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
K-6	2	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
K-7	32	U.S. Government (Air Force)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
KB	49	U.S. Government (Bureau of Land Management)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
KB-1	111	U.S. Government (Bureau of Land Management)	(1) EDC (2) Negotiated Sale (3) Public Sale	(1) KISBCA/MJC (2) KISBCA/MJC (3) Successful Bidder
KL-1	43	State of Michigan	Terminate Lease	State of Michigan
KL-2	20	State of Michigan	Terminate Lease	State of Michigan
KL-3	140	State of Michigan	Terminate Lease	State of Michigan
KL-4	220	State of Michigan	Terminate Lease	State of Michigan
KL-5	216	State of Michigan	Terminate Lease	State of Michigan
KL-6	2	State of Michigan	Terminate Lease	State of Michigan
N/A	25	Private	Terminate Easement	Land Owner(s)
N/A	2	Private	(1) EDC (2) Transfer (3) Terminate Easement	(1) KISBCA/MJC (2) Purchaser of the Base Wastewater System (3) Land Owner(s)
N/A	7	Private	(1) EDC (2) Transfer (3) Terminate Easement	(1) KISBCA/MJC (2) Purchaser of on Base Railroad Tracks (3) Land Owner(s)
Total U.S. Government Owned Land: 2,923 Acres Total State Owned Land: 2,001 Acres Total Restrictive Easements: 263 Acres Total Right-of Way Easements: 28 Acres Total: 5,215 Acres (Total does not include privately owned land, Parcels AE and E, but does include the Air Force-owned easements.)				

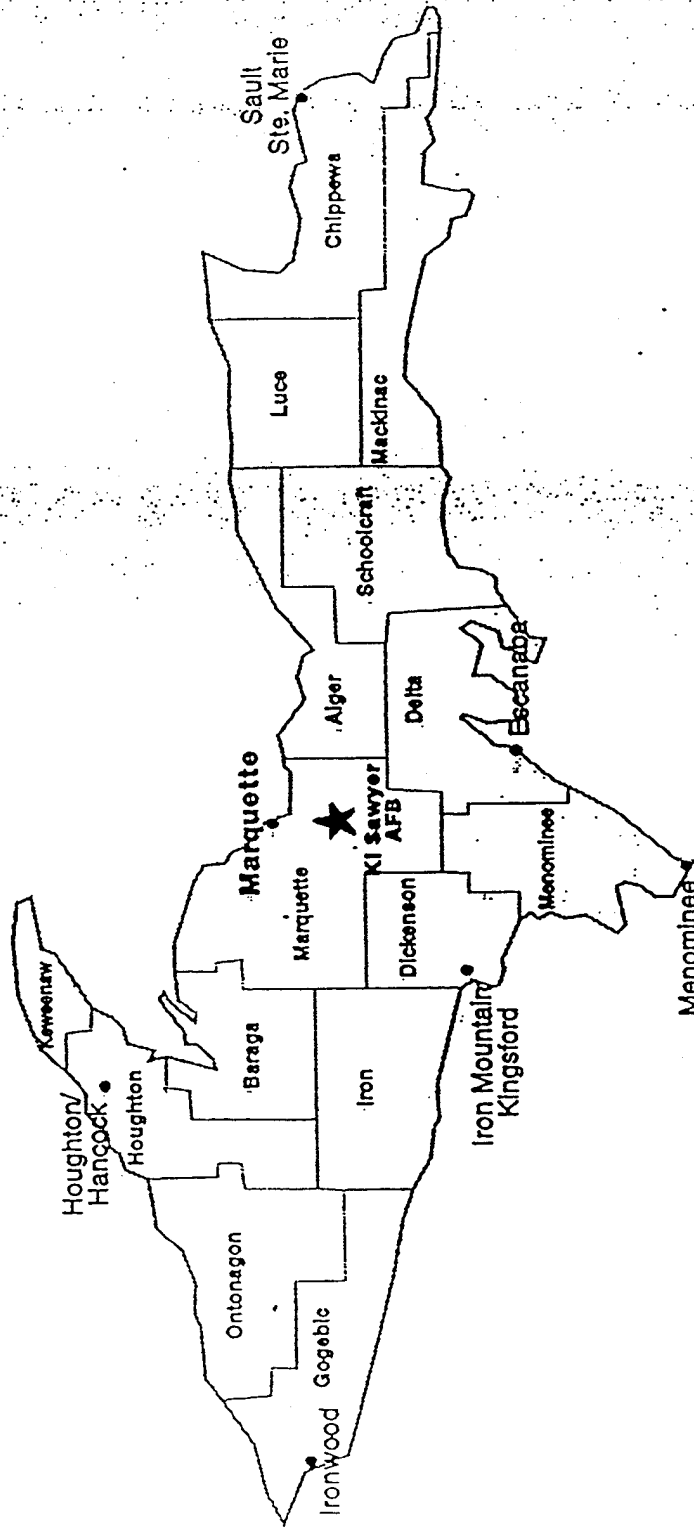
Exhibit A

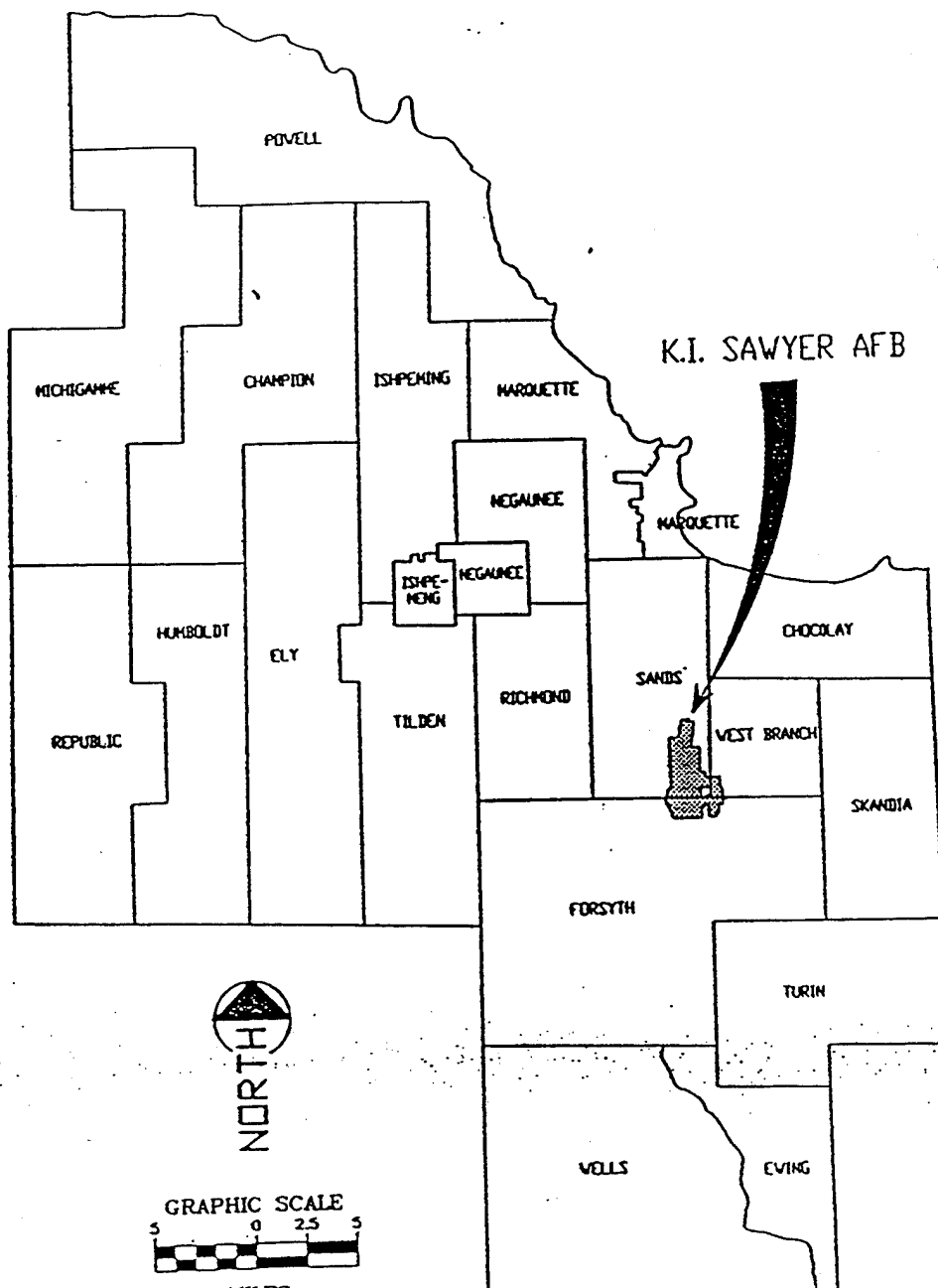
SUMMARY OF DISPOSAL DECISIONS BY METHOD OF DISPOSAL

DECISIONS:	<u>ACRES</u>	<u>ACRES</u>
Potential Federal Transfer:		
DOI/BIA	113 (Fee)	
Subtotal Federal Transfer		113
Potential Economic Development Conveyance (EDC):		
KISBCA/MJC	1,173 (Fee) 28 (ROW Easements)	
Subtotal EDC		1,201
Potential Public Benefit Conveyance (PBC):		
Federal Aviation Administration	1,512 (Fee) 238 (Avigation Easement)	
Education	13 (Fee)	
Interior	112 (Fee)	
Subtotal PBC		1,875
Termination of Lease:		
State of Michigan	2,001 (Leased)	
Subtotal Lease Termination		2,001
Termination of Easement		
Land Owner(s)	25 (Restrictive Easement)	
Subtotal Easement Termination		25
TOTAL ACRES (Fee, Easements, and State Owned)		<u>5,215</u>

Exhibit B

Michigan's Upper Peninsula Region



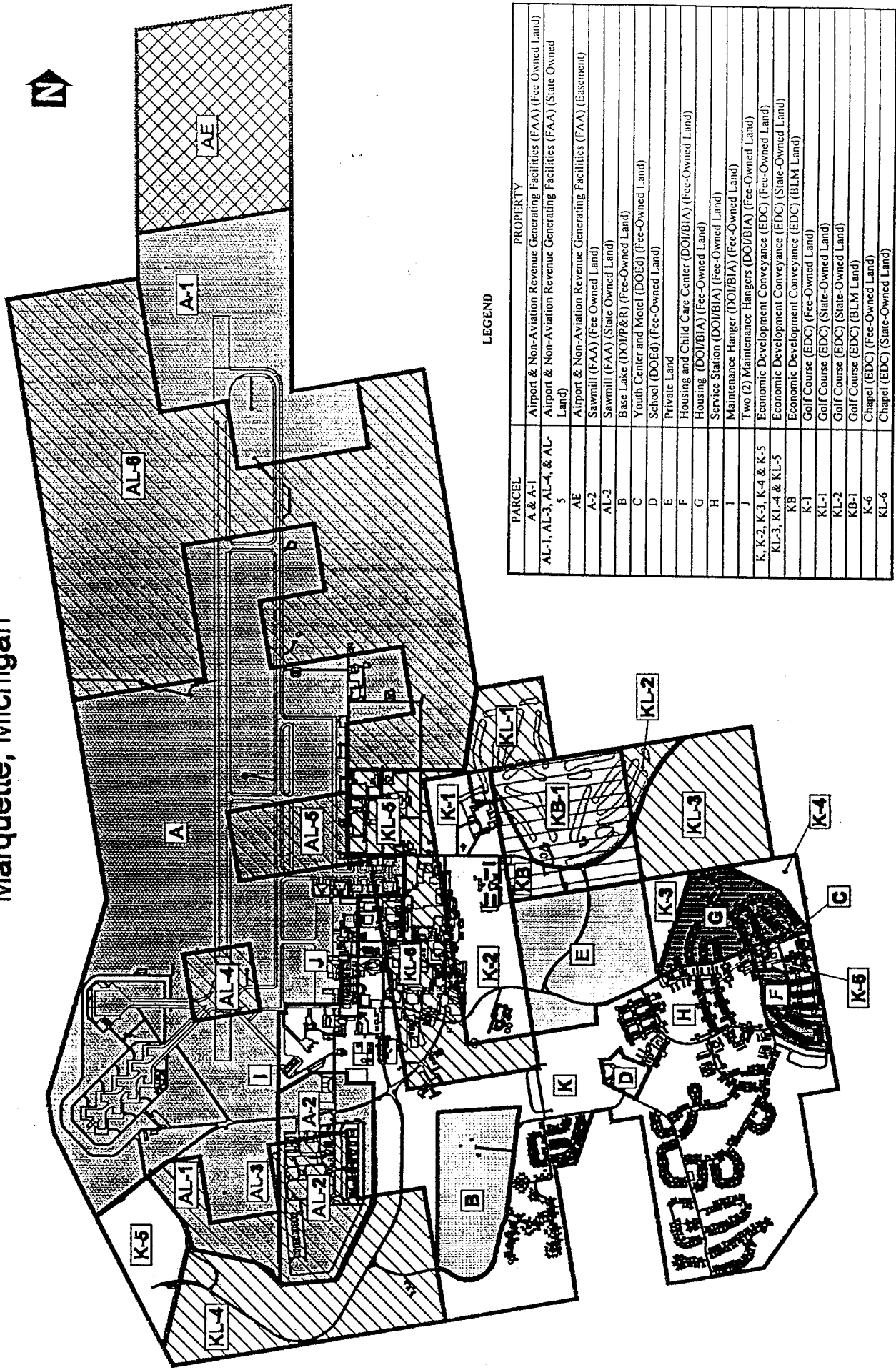


K.I. SAWYER AIR FORCE BASE
AND
SURROUNDING TOWNSHIPS

Exhibit D

Parcelization of K.I. Sawyer AFB

Marquette, Michigan



LEGEND

PARCEL	PROPERTY
A & A-1	Airport & Non-Aviation Revenue Generating Facilities (FAA) (Fee-Owned Land)
AL-1, AL-3, AL-4, & AL-5	Airport & Non-Aviation Revenue Generating Facilities (FAA) (State Owned Land)
AE	Airport & Non-Aviation Revenue Generating Facilities (FAA) (Easement)
A-2	Sawmill (FAA) (Fee-Owned Land)
AL-2	Sawmill (FAA) (State-Owned Land)
B	Base Lake (DOI/P&R) (Fee-Owned Land)
C	Youth Center and Motel (DOEd) (Fee-Owned Land)
D	School (DOEd) (Fee-Owned Land)
E	Private Land
F	Housing and Child Care Center (DOI/BIA) (Fee-Owned Land)
G	Housing (DOI/BIA) (Fee-Owned Land)
H	Service Station (DOI/BIA) (Fee-Owned Land)
I	Maintenance Hanger (DOI/BIA) (Fee-Owned Land)
J	Two (2) Maintenance Hangers (DOI/BIA) (Fee-Owned Land)
K, K-2, K-3, K-4 & K-5	Economic Development Conveyance (EDC) (Fee-Owned Land)
KL-3, KL-4 & KL-5	Economic Development Conveyance (EDC) (State-Owned Land)
KB	Economic Development Conveyance (EDC) (BLM Land)
K-1	Golf Course (EDC) (Fee-Owned Land)
KL-1	Golf Course (EDC) (State-Owned Land)
KL-2	Golf Course (EDC) (State-Owned Land)
KB-1	Golf Course (EDC) (BLM Land)
K-6	Chapel (EDC) (Fee-Owned Land)
KL-6	Chapel (EDC) (State-Owned Land)